

Lloyd's Register of Shipping
SURVEYS FOR FREEBOARD. STEAM SHIPS.

LAWS RELATING TO ALL STEAM-SHIPS EITHER FLUSH DECKED, OR WITH
GALLANT FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR
GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS
CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.

Port of Survey
Date of Survey 9/4/29.
Name of Surveyor

Particulars of Classification.

Ship's Name. Proposed repeat ship by Bosford & Co.
Port of Registry and Nationality.
Official Number.
Gross Tonnage.
Date of Build.

in Register Book
LENGTH. BREADTH. DEPTH. UNDER DECK TONNAGE.
Moulded Depth as measured 31' 10"
Addition for Keel below base line for draught record.....inches.

NOTE. - If the depth is measured when vessel is afloat, the details of measurement should be reported.

Frame Depth Ceiling Peak
Rule " Sheer Tanks
424 5' x 31-10

nt of fineness.....
ification necessary }
4 (a) to (e)* }
nt as corrected

Stem..... 144 }
Sternpost ... 60 }
÷ 2 = ...Mean

1/8 of the length from Stem }
Sternpost }
÷ 2 = ...Mean
mean Sheer
d mean Sheer [Table, Para. 18]
Difference.....
÷ 4 = ✓
ited as Para. 18 (f) - 12 1/2

sheer { At front of bridge house.....
ships { At after end of forecastle
(e) }
sheer {
(d) }
÷ 2 =
covered Correction

ALLOWANCE FOR DECK ERECTIONS :—
Table C..... 5' 2 1/4 ✓
for Length, if required (Para. 12, 13, and 14)
by Table A, corrected for sheer, and for length, }
required (Para. 11, 12, 13, and 14) } 4 - 4 1/4
as below..... 2 - 2
60%
15.6

for R. Q. Dk. if engine and boiler openings not }
ed by bridge house (Para. 11) }
or Deck Erections - 1 - 3 1/2 ✓

Length. Length allowed. Height.
castle.....
ge House
ised Qr. Dk.....
Total 80%
gh of Ship
expanding percentage }
Para. 11, 12, 13, or 14 } 60%
EEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Steel) Deck :—

Fresh Water Line above centre of Disc ...
Indian Summer Line " " " ...
Winter Line below " " " ...
Winter North Atlantic Line " " " ...

If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.
In vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amidships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.
In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and stern-post. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and stern-post.

CORRECTION FOR LENGTH.
Length of Ship on Loadline..... 424.5'
Length in Table 382.0
Difference 42.5'
Correction for 10ft., Table A 1.6 Table C.
× Difference divided by 10 6.8 (if required.)
If 1/10ths length covered divide by 2 3.4 + 3 1/2" ✓

CORRECTION FOR IRON DECK.
Proportion covered, if less than 1/10ths length covered
Thickness of usual wood deck, less stringer 3 1/2" - 3 1/2" ✓

CORRECTION FOR ROUND OF BEAM.
Breadth at Gunwale amidships.....
Round of Beam
Normal round.....
Difference
÷ 2 =
Proportion of Deck uncovered (Para. 19)

NOTE. - The round of beam should be reported on the full breadth of vessel at the gunwale.

Freeboard, Table A 8 - 4 3/4 ✓
Correction for Sheer - 1 - 0 1/2
4 - 4 1/4
+ 3 1/2
4 - 7 3/4 ✓
- 1 - 3 1/2
6 - 4 1/4 ✓
Correction for Length
Allowance for Deck Erections
Correction for Round of Beam..... ✓
Correction for fall in Sheer (if any)..... ✓
Correction for Steel Deck (if required)
Additions for non-compliance with provisions of }
Para. 11 (d) and (e) ‡ }
Other Corrections (if any)

Winter Freeboard 6 - 0 3/4 ✓
Summer Freeboard (5 - 6 1/2) 6 1/4 5 - 6 1/2 ✓
Indian Summer Freeboard
N. A. Winter Freeboard

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood or steel deck with side.

Winter Freeboard from deck line
Summer " " " "
Indian Summer " " " "
N. A. Winter " " " "

State dimensions of freeing port area on back of this form.
The Surveyor should state whether the fall in sheer as reported is measured relatively to the straight line of keel or to the water line. If measured relatively to water line the vessel's draft at time of survey, and also the usual load draft forward and aft should be reported.

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